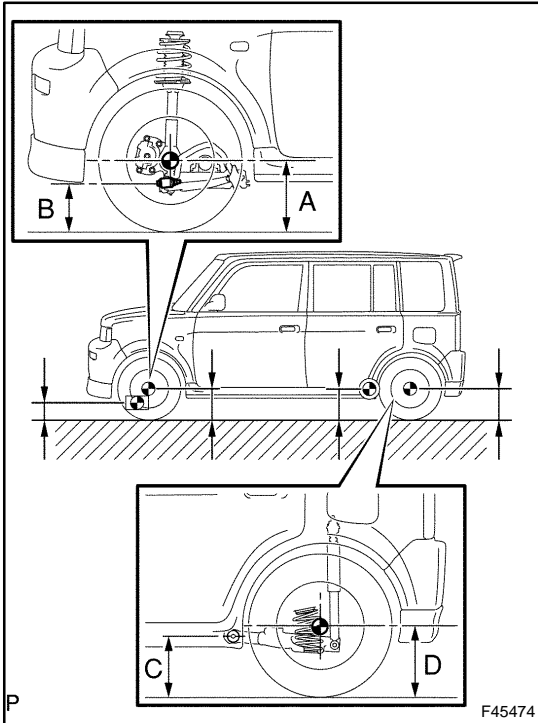


# FRONT WHEEL ALIGNMENT

## ADJUSTMENT

260F4-01

### 1. INSPECT TIRE (See page 28-1)



### 2. MEASURE VEHICLE HEIGHT

Vehicle height:

A – B mm (in.)	D – C mm (in.)
82 (3.22)	12 (0.47)

Measuring points:

**A:** Ground clearance of front wheel center

**B:** Ground clearance of lower suspension arm front bolt center

**C:** Ground clearance of axle beam set bolt center

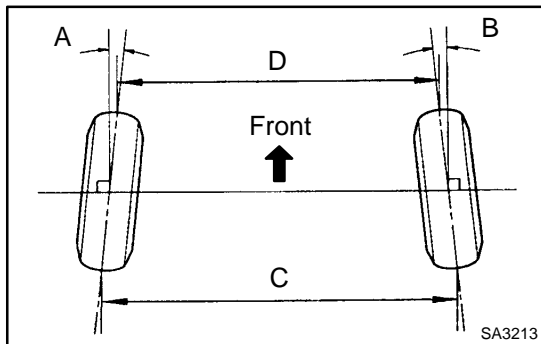
**D:** Ground clearance of rear wheel center

**NOTICE:**

Before inspecting the wheel alignment, adjust the vehicle height to the specified value.

**HINT:**

Bounce the vehicle at the corners up and down to stabilize the suspension and inspect the vehicle height.



### 3. INSPECT TOE-IN

Toe-in:

Toe-in (total)	A + B: 0° ± 11' (0° ± 0.19°) C – D: 0 ± 2 mm (0 ± 0.08 in.)
----------------	--

If the toe-in is not within the specified value, adjust it at the rack ends.

### 4. ADJUST TOE-IN

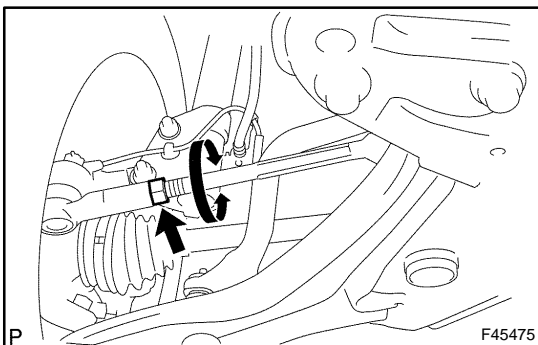
(a) Remove the rack boot set clips.

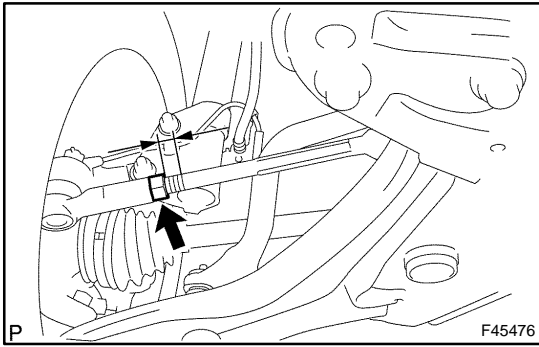
(b) Loosen the tie rod end lock nuts.

(c) Turn the right and left rack ends by an equal amount to adjust the toe-in.

**HINT:**

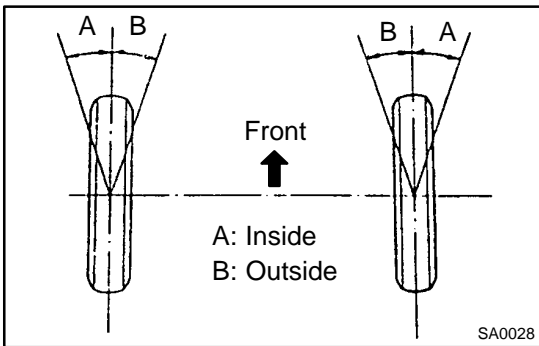
Adjust the toe-in to the center of the specified value.





- (d) Make sure that the lengths of the right and left rack ends are the same.  
**Rack end length difference: 1.5 mm (0.059 in.) or less**
  - (e) Torque the tie rod end lock nuts.  
**Torque: 74 N·m (750 kgf·cm, 54 ft·lbf)**
  - (f) Place the boots on the seats and install the clips.
- HINT:**  
Make sure that the boots are not twisted.

**5. PERFORM VSC SYSTEM CALIBRATION (See page 05-279)**



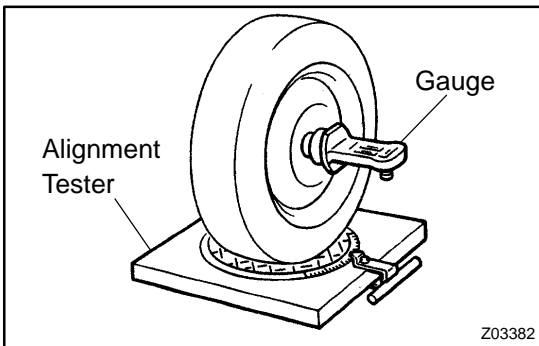
**6. INSPECT WHEEL ANGLE**

- (a) Turn the steering wheel fully and measure the turning angle.

**Wheel turning angle:**

Inside wheel	Out side wheel: Reference
33° 42' ± 2° (33.70° ± 2°)	30° 04' (30.07°)

If the right and left inside wheel angles differ from the specified value, check the right and left rack end lengths.

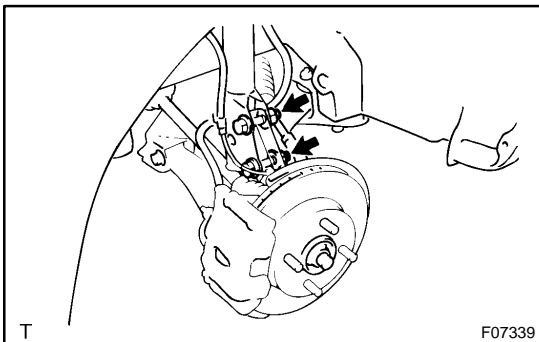


**7. INSPECT CAMBER, CASTER AND STEERING AXIS INCLINATION**

**Camber, caster and steering axis inclination:**

Camber	Right-left error	-0° 34' ± 45' (-0.57° ± 0.75°) 30' (0.5°) or less
Caster	Right-left error	1° 45' ± 45' (1.75° ± 0.75°) 30' (0.5°) or less
Steering axis inclination	Right-left error	10° 01' ± 45' (10.02° ± 0.75°) 30' (0.5°) or less

If the caster and steering axis inclination are not within the specified values, after the camber has been correctly adjusted, re-check the suspension parts for any damage and/or worn-out parts.

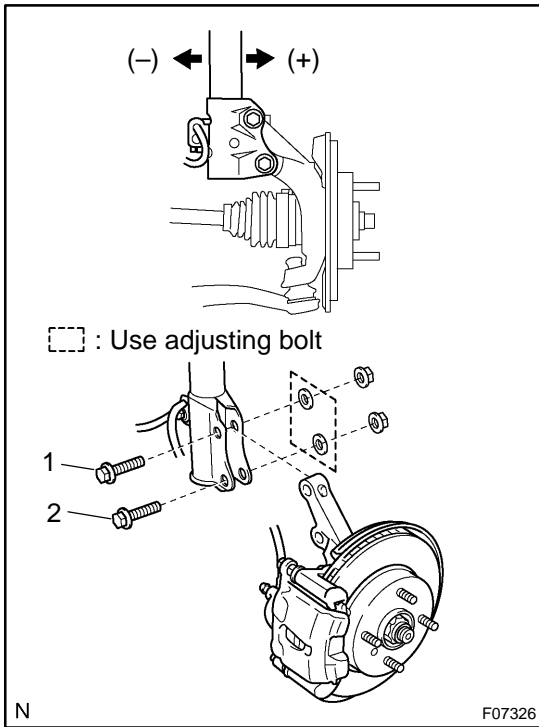


**8. ADJUST CAMBER**

**NOTICE:**

**After the camber has been adjusted, inspect the toe-in.**

- (a) Remove the front wheel.
- (b) Remove the 2 nuts on the lower side of the shock absorber.
- (c) Clean the installation surface of the shock absorber and the steering knuckle.



- (d) Temporarily install the 2 nuts.
- (e) Adjust the camber by pushing or pulling the lower side of the shock absorber in the direction which the camber adjustment is required.
- (f) Tighten the nuts.  
**Torque: 132 N·m (1,350 kgf·cm, 97 ft·lbf)**
- (g) Install the front wheel.  
**Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)**
- (h) Check the camber.

**HINT:**

- Adjust the camber to the center of the specified value.
  - Adjusting value for the set bolts is 6' to 30' (0.1° to 0.5°).
- If the camber is not within the specified value, using the following table, estimate how much additional camber adjustment will be required, and select the camber adjusting bolt.

**NOTICE:**

**Tighten the adjusting bolt with a washer and a new nut.**

Bolt	Set Bolt		Adjusting Bolt			
	90105-14140		90105-14146		90105-14147	
	11		1 Dot		2 Dots	
Adjusting Value	1	2	1	2	1	2
15'	●			●		
30'	●					●
45'			●			●
1°00'					●	●

N  
F07372

F46027

- (i) Perform the steps mentioned above again. In step (b), replace 1 or 2 selected bolts.

**HINT:**

When replacing the 2 bolts, replace 1 bolt at a time.